

STATEMENT OF THE HONORABLE JAMES B. BUSEY, FEDERAL AVIATION ADMINISTRATOR, BEFORE THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION, SUBCOMMITTEE ON AVIATION, CONCERNING CIVIL AVIATION SECURITY. JULY 24, 1991.

Mr. Chairman and Members of the Subcommittee:

I welcome the opportunity to appear before the Subcommittee on the subject of civil aviation security. With me are Vice Admiral Clyde Robbins, Director of DOT's Office of Intelligence and Security, and Major General Orlo Steele, FAA's Assistant Administrator for Civil Aviation Security.

Today, I would like to briefly update you on the status of our efforts to implement key provisions of the Aviation Security Improvement Act of 1990 (the Act). That comprehensive Act called for action by the FAA on a wide variety of fronts to address the threat of terrorism in our air transportation system. I am pleased by the steady progress we have made so far, and am optimistic that we will continue to make important strides to improve an already good security system.

Federal Security Managers/Foreign Security Liaison Officers

In response to the mandates of the Act, we are well on the way toward establishing Federal Security Managers (FSM's) in the

United States at each Category X airport, and have made substantial progress on the overseas siting of Foreign Security Liaison Officers (FSLO's) to facilitate U.S. security operations at foreign locations.

We have already assigned seven FSM's to Category X airports and have made selections for the remaining 11 positions. Following completion of a new training course we have developed specifically for FSM's, these individuals will begin performing in their FSM roles and be fully operational in October. We have already placed 9 FSLO's overseas, with a tenth FSLO reporting overseas next month and an eleventh in September. We are continuing to work with the Department of State on additional FSLO assignments.

Key Rulemaking Activities

On April 2, we issued a notice of proposed rulemaking (NPRM) to establish employment and training standards for air carrier and airport security personnel. We are currently evaluating comments received in response to that NPRM, and plan to issue a final rule by mid-August. Air carrier standard security programs have already been amended to include new standards for the selection and training of screening personnel.

We have completed final rulemaking on our proposal to require foreign air carrier security programs to provide a level of

protection similar to that of U.S. air carriers. That rule will be effective on July 31, at which time we will undertake the review of all foreign air carrier security programs.

On June 17, we published final FAA guidelines for airline crew notification of threats. That rule was effective on July 17.

Work is ongoing on an NPRM to implement the requirements for certain air carrier and airport personnel employment investigations. We have already solicited the advice of the Aviation Security Advisory Committee on this issue. Our current plans are to issue an NPRM early next year.

Threat and Vulnerability Assessments

Work was completed on a classified report on threat analysis, which I approved in May. As mandated in the Act, that work will help form the basis for shaping our R&D efforts.

The FBI has completed the domestic threat assessment called for in the Act, and joint FAA-FBI teams have completed vulnerability assessments of four domestic airports. A fifth assessment is being conducted this week and a sixth will be conducted in August 1991. We will use the results of these six assessments to establish formal procedures for subsequent teams to follow.

Explosives Detection Systems

We are continuing our evaluation of Thermal Neutron Analysis (TNA) explosives detection systems at operational locations. Results continue to be positive, with manageable false alarms and good detection rates. In fact, based on their experience at Gatwick, the British government has asked us to make available another TNA unit for use at Heathrow.

The National Academy of Sciences is far along on developing a certification protocol for explosives detection systems for bulk explosives. We expect the Academy to formally submit that protocol to us within the next several months. In the interim we are using the draft protocol, approved by the Academy committee, to begin testing of EDS bulk systems. The Academy is also developing a test protocol for the testing of vapor detection-type systems for passengers. We expect that the protocol will be formally submitted to the FAA in May 1992.

R&D Efforts

We are continuing to press forward with R&D work to evaluate a variety of EDS alternatives. While no system yet is as advanced as the TNA system, it remains our objective to promote advancements in diverse technologies wherever we find promise. We are currently exploring the use of the following types of

systems: Pulsed Fast Neutron Analysis; Nuclear Resonance Absorption; X-Ray Diffraction; X-Ray Backscatter; Magnetic Resonance; Chemiluminescence; Ion Mobility Spectrometer; and Atmospheric Pressure Ionization Mass Spectrometer.

Pursuant to the Act, we have put together an Aircraft Hardening Program, and have staffed that program at our Technical Center. Interagency agreements have been signed with Wright Patterson, the David Taylor Research Center, and the Naval Surface Warfare Center on aircraft hardening projects. A series of blast tests have been completed, with a report due next month. Work is also ongoing with Boeing and the Interagency Government team on this project, using a B-747 as the test bed.

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In closing, Mr. Chairman, I would like to express my appreciation for the continuing interest of this Subcommittee in our security efforts. I believe we have made substantial progress in the past several years, and I intend to continue focusing my personal attention on this critical program.

That completes my prepared statement. We would be pleased to respond to questions you may have at this time.